# WEST END TRANSITWAY

**Budget & Fiscal Affairs Advisory Committee** 



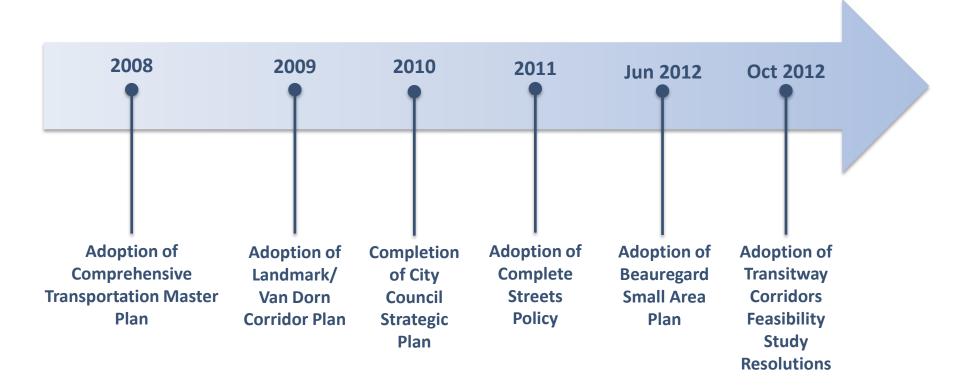
**November 17, 2015** 

# **Briefing Overview**

- Project Background
- Draft Capital Funding Plan
- Proposed Operations Plan
- Next Steps



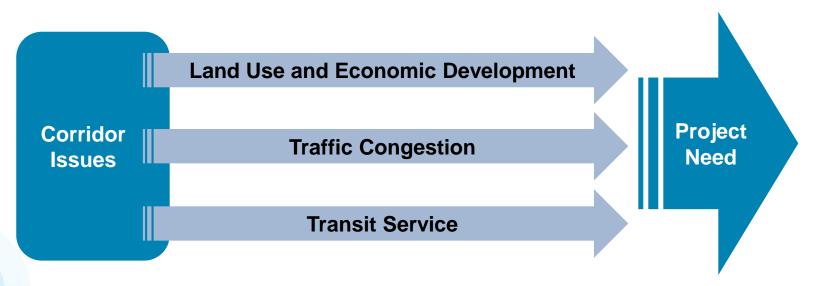
## **City Policy Continuum**





#### City-Established Project Purpose

- Serve current and future transit demand by improving transit travel time and access
- Establish multimodal "spine" for development and access through an initial strong investment in corridor infrastructure and service
- Fulfill prior commitments to the community and land developers





#### **Alternatives Being Studied**

#### **NO BUILD**

- Transit services in shared lanes
- Includes already planned and programmed improvements

#### **TSM**

- Frequent, continuous transit service along Van Dorn and Beauregard Streets
- No major capital investment in new infrastructure for dedicated transit lanes

#### **BUILD**

- Frequent, continuous transit service along Van Dorn and Beauregard Streets
- Dedicated transit lanes along significant portions of corridor
- Efficiencies to minimize R-O-W impacts and impacts to environmental features

#### **MATURE CORRIDOR**

- Frequent, continuous transit service along Van Dorn and Beauregard Streets
- Dedicated transit lanes along entire corridor
- Landmark Van Dorn Plan recommends a 140'-150' Van Dorn Street Transit Boulevard

**LONG TERM VISION** 

CAPITAL INVESTMENT

**AA STUDY ALTERNATIVES** 



#### **Project Policy Guidance**

- Minimize Impact to Private Property
- Minimize Parking Impacts
- Avoid Reconstruction of Bridges
- Avoid Parklands
- Avoid Natural Resources
- Ensure Compliance with New Stormwater Regulations
- Ensure Consistency with Existing Land-Use/Corridor Plans



# **Build Alternative** Runningway **& Stations**

#### N. Beauregard Street at S. King Street Northern Virginia Community College Shirlington N. Beauregard Street **Transit Center** N. Beauregard Street at W. Braddock Road at Fillmore Avenue Southern N. Beauregard Street Towers at Rayburn Avenue Mark Center N. Beauregard Street at Sanger Avenue N. Van Dorn Street at Sanger Avenue N. Van Dorn Street at Landmark Holmes Run Parkway Mall Dedicated Transit Lane in One Direction **Metrorail Station** Landmark Dedicated Transit Lanes in Both Directions Mall Transit in I-395 HOV Lanes (Peak Period) S. Van Dorn Street at Stevenson Avenue S. Van Dorn Street at S. Pickett Street Van Dorn Street

Metrorail



**LEGEND** 

West End Transitway

Planned Station

Transit in Mixed Traffic

Metrorail Station

Metrorail Blue Line Metrorail Yellow Line

WEST END TRANSITWAY

Pentagon

#### **Draft Capital Funding Plan**

Funding Source	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	TOTAL
NVTA 70%	\$ 2,400,000	\$ 7,000,000	\$ 20,000,000	\$ 20,000,000	\$ 12,740,000				\$ 62,140,000
FTA (Small Starts)			\$ 20,000,000	\$ 20,000,000	\$ 10,660,000				\$ 50,660,000
Private Capital Contributions						\$ 2,600,000	\$ 12,100,000	\$ 12,500,000	\$ 27,200,000
TOTAL	\$ 2,400,000	\$ 7,000,000	\$ 40,000,000	\$ 40,000,000	\$ 23,400,000	\$ 2,600,000	\$ 12,100,000	\$ 12,500,000	\$ 140,000,000

#### Notes:

- Ranked #2 transit project by NVTA (FY15-16 Funding Program)
- Funding distribution reflects realistic implementation timeframe
- Provides flexibility for a phased implementation (if needed)



## **Capital Funding Sources**

- NVTA 70% Funds
  - Competitive Regional Transportation Funds
  - Secured \$2.4M in FY16 (Design)
  - Requesting \$7M in FY17 (Design) Application in Fall 2016
- FTA Small Starts
  - Competitive Capital Grant Program
  - Anticipate applying in 2017
  - Exploring all options for Federal funding TIGER, TIFIA
- Private Capital Contributions
  - Defined in the Beauregard Small Area Plan
  - Cash contributions to the City upon building occupancy
  - Delayed due to slower pace of development in West End



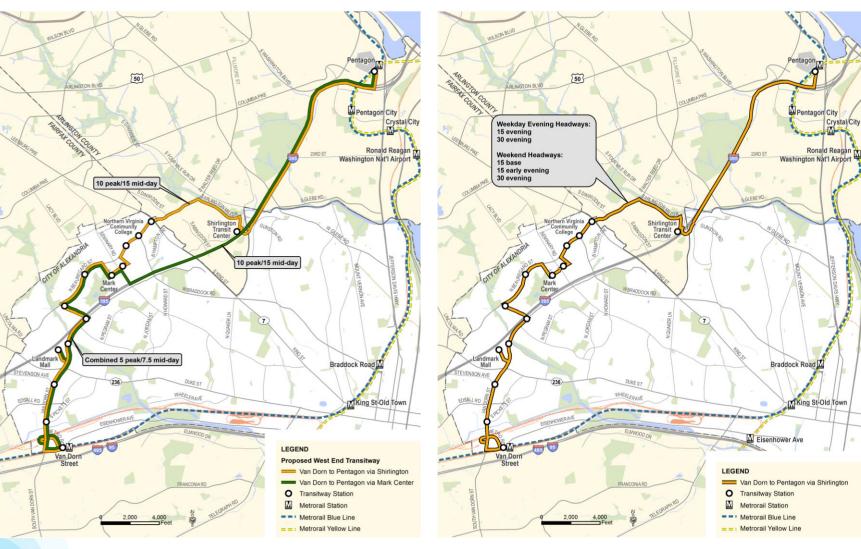
WEST END TRANSITWAY

## **Capital Funding – Next Steps**

- Advance Design tasks with FY16 NVTA 70% funds
- FY17 NVTA 70% Funds Application
- Design Phase
  - Refine capital costs and update CIP
  - Refine operating costs and update TIP
  - More detailed project funding plan
  - If necessary, begin to define phasing plan.



## **Proposed Operations Plan**





#### **Proposed Operations Plan**

- Refining operating costs and associated policy decisions:
  - Ongoing discussion about service operator WMATA or DASH.
  - Must be able to meet all FTA guidelines in order to operate service.
  - Additional coordination with Arlington / ART, WMATA, and DASH.
- Service to be funded through the City TIP
  - First 18 months funded as a Local route.
  - Month 19 and on, becomes a Regional route with different funding formula.
- Expansion of the Metroway brand to the West End.
  - Metroway is the adopted BRT brand for the region.
  - Need to identify service name and station names.



# **Next Steps**



#### ALEXANDRIA WEST END TRANSITWAY PROJECT

#### **Draft Public/Stakeholder Outreach and Project Re-concurrence Process**

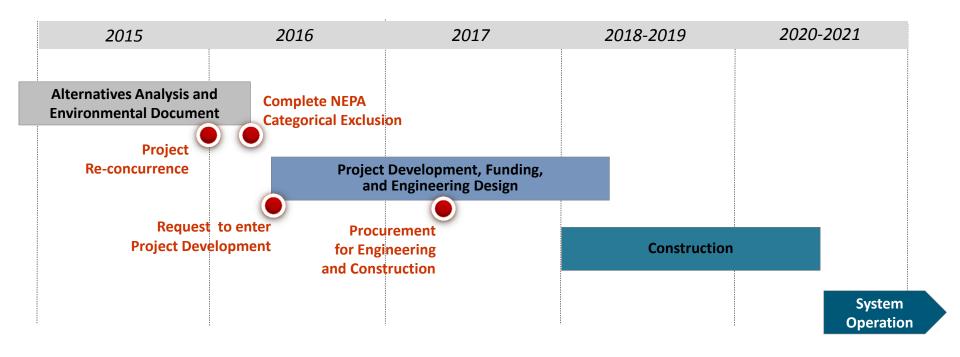
		20	15		2016						
Public Meetings & Commission Briefings		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July
MEETINGS											
Planning Commission		1					<sup>nd</sup> Briefing,				
Environmental Policy Commission	1				2	"	Needed				
Budget and Fiscal Affairs			1				2				
Environmental Document Outreach							_				
ATC / DASH Board											
Parks & Recreation Commission											
Public / Stakeholder Outreach	Ongoing										

		2015				2016						
	Project Re-concurrence Process		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July
MEETINGS												
	Project Advisory Group				6	7 If Needed						
	Transportation Commission						5					
	City Council		1			2	Briefings	3				
	Public Hearing							(1)				



WEST END TRANSITWAY

## **Project Implementation Schedule**





#### **Questions / Discussion**

